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Fig. 22 shows the device of Fig. 18 with additional truss supports TS. These supports TS are meant to spread the load over the full length of the truck T. The supports are not necessarily connected at their crossing points. The weight of railcar R is loaded onto a bearing B and acts as if it is loaded at the very center of the truck. Thereby it makes the instant truck, in its load-carrying ability, act exactly like an existing prior-art truck.

Fig. 23 shows the two support bearings B tied together with tie-bar I such that one weighted bearing B will pull upon the other and thus spread the force over the entire device. The simultaneous downward force upon both bearings B is designed to concentrate the force at the center of the truck T. While it does that, it also places the bearing B supports ME into tension as was the original intent for this particular design shown in Fig. 18. A single car R loads both ME supports into tension simultaneously in this design. The visual appearance of I is not meant to be significant to its load transmitting capability.

Fig. 24 shows a redesigned, simplified device with each bearing B compressing the structure over both of the axles A. This is a differing attempt to spread the railcar R weight over the entire device. The weight of a single railcar R is transmitted to both sides of the truck T through cross pieces CS and its overall effect is to concentrate the weight at the center of the truck T. The material supporting the axles A are thickened as well. This structure, though still simplified, is placed into compression.

The above language is an addition to page 17. The verbiage goes before "IN OPERATION". It is based upon the original Fig. 18 and its specification description.

Late filing fee 37 CFR 1.16(e) is paid.

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Fig. 22 is a side view of the device of Fig. 18 having truss supports.

Fig. 23 is a side view of the device of Fig. 18 having a tie-bar connecting the two bearing supports.

Fig. 24 is a side view of the device of Fig. 18 placed into compression via cross pieces and built-up axle supports.

The above paragraphs are an addition to page 4. The verbiage goes before "Description of the Preferred Embodiment".

Late filing fee 37 CFR 1.16(e) for this addition and the drawing addition of Figs. 22-24 is paid.

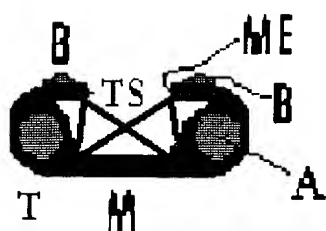


FIG. 22

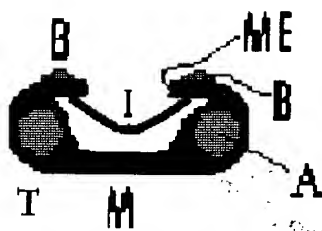


FIG. 23

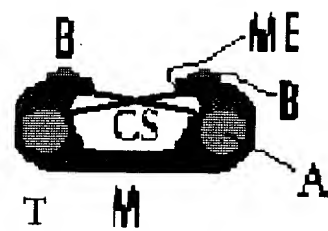


FIG. 24